

CURB RAMP NOTES FOR STANDARD DRAWINGS TE-12B, TE-12C, AND TE-12D:

1. TYPICALLY A SEPARATE CURB RAMP WILL BE PROVIDED FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATION SHALL BE PLACED WITHIN THE WIDTH OF THE ASSOCIATED CROSSWALK OR AS SHOWN IN THE CONTRACT PLANS WHEN NO MARKED CROSSWALK IS PRESENT. IF ONLY ONE RAMP IS TO BE PROVIDED, PRIOR APPROVAL BY THE ENGINEER SHALL BE OBTAINED.
2. RAMPS SHALL BE CONSTRUCTED PARALLEL TO THEIR RESPECTIVE CROSSWALK MARKINGS OR DIRECTION OF TRAVEL.
3. SEE THE CONTRACT PLANS FOR THE CURB DESIGN TYPE AND WIDTH.
4. A MINIMUM 4'x4' FLAT LANDING, WITH 2% MAXIMUM SLOPE IN ALL DIRECTIONS, SHALL BE PROVIDED AT THE TOP AND BOTTOM OF ALL RAMPS (4'x5' IF CONSTRAINED ON TWO OR MORE SIDES). AREA IN THE ROADWAY WITHIN CROSSWALK MARKINGS MAY BE USED AS LANDING.
5. MAXIMUM SLOPES ARE INCLUSIVE OF ALL CONSTRUCTION TOLERANCES.
6. WSDOT STANDARD PLAN F-45.10-01 SHALL BE USED FOR DETECTABLE WARNING PLACEMENT. FOR NEW CONCRETE CONSTRUCTION, MATERIAL SHALL BE "CAST-IN-PLACE" BY ARMOR-TILE, ADA SOLUTIONS, OR ALERTTILE APPLIED INTEGRAL TO THE CONCRETE POURING OF THE RAMP. FOR RETROFIT CONCRETE APPLICATIONS, MATERIAL SHALL BE "SURFACE APPLIED" BY ARMOR-TILE, ADA SOLUTIONS, OR ALERTTILE. FOR ASPHALT APPLICATIONS, "TOPMARK" BY FLINT TRADING MAY BE USED OR CONSULT THE ENGINEER FOR ALLOWABLE OPTIONS. NO SUBSTITUTIONS PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE ENGINEER. DETECTABLE WARNINGS SHALL BE FEDERAL YELLOW. INSTALLATION SHALL CONFORM TO MANUFACTURER'S SPECIFICATIONS.
7. SEE STD. DWG. TE-10 FOR CEMENT CONCRETE TRAFFIC CURB AND GUTTER, DEPRESSED CURB SECTION, CEMENT CONCRETE TRAFFIC CURB, AND CEMENT CONCRETE PEDESTRIAN CURB DETAILS.
8. PEDESTRIAN CURB MAY BE OMITTED IF THE GROUND SURFACE AT THE BACK OF THE CURB RAMP AND/OR LANDING WILL BE THE SAME ELEVATION AS THE CURB RAMP OR LANDING AND THERE WILL BE NO MATERIAL TO RETAIN.
9. SEE STD. DWG. TE-11 FOR SIDEWALK DETAILS.
10. CURB RAMP, LANDING, AND FLARE SURFACES SHALL BE BROOM FINISHED PER STD. DWG. TE-11.
11. CEMENT CONCRETE FOR RAMPS SHALL BE AIR ENTRAINED CONCRETE CLASS 3000, CONFORMING TO WSDOT STD. SPEC. 6-02.
12. REMOVAL/REPLACEMENT OF CEMENT CONCRETE CURB AND SIDEWALK SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
13. GRADE BREAKS FOR RAMPS SHALL BE PERPENDICULAR TO DIRECTION OF TRAVEL.
14. AT GRADE BREAKS, THE ENTIRE LENGTH OF THE GRADE BREAK BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
15. GRATINGS, JUNCTION BOXES, ACCESS COVERS, OR OTHER APPURTENANCES SHALL NOT BE PLACED IN FRONT OF THE CURB RAMP OR ON ANY PART OF THE CURB RAMP OR LANDING, UNLESS APPROVED IN ADVANCE BY THE ENGINEER.
16. RAMPS AND WINGS SHALL PROVIDE AND MAINTAIN POSITIVE DRAINAGE TOWARDS THE ROADWAY.



CURB RAMP CONSTRUCTION NOTES

DRAWING NUMBER	TE-12A
SCALE	NONE
REVISION DATE	01/14
DEPARTMENT	TRANS